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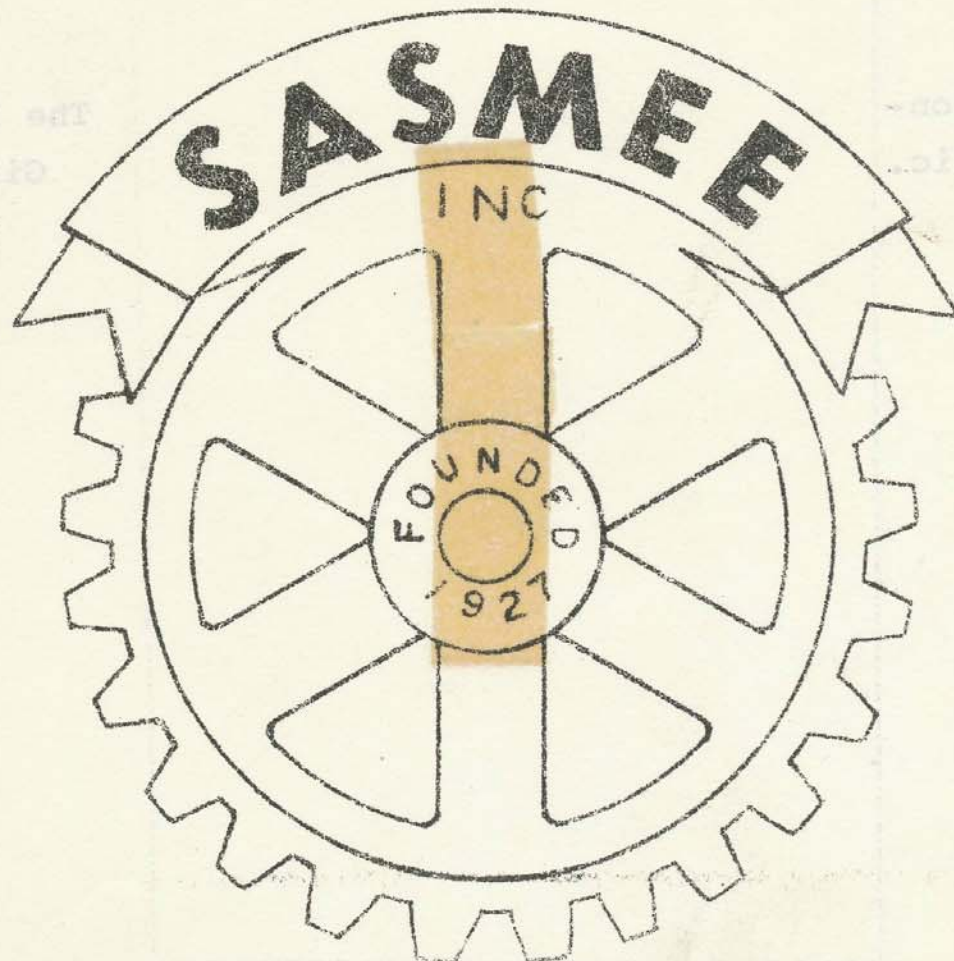
SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

BULLETIN

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THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.

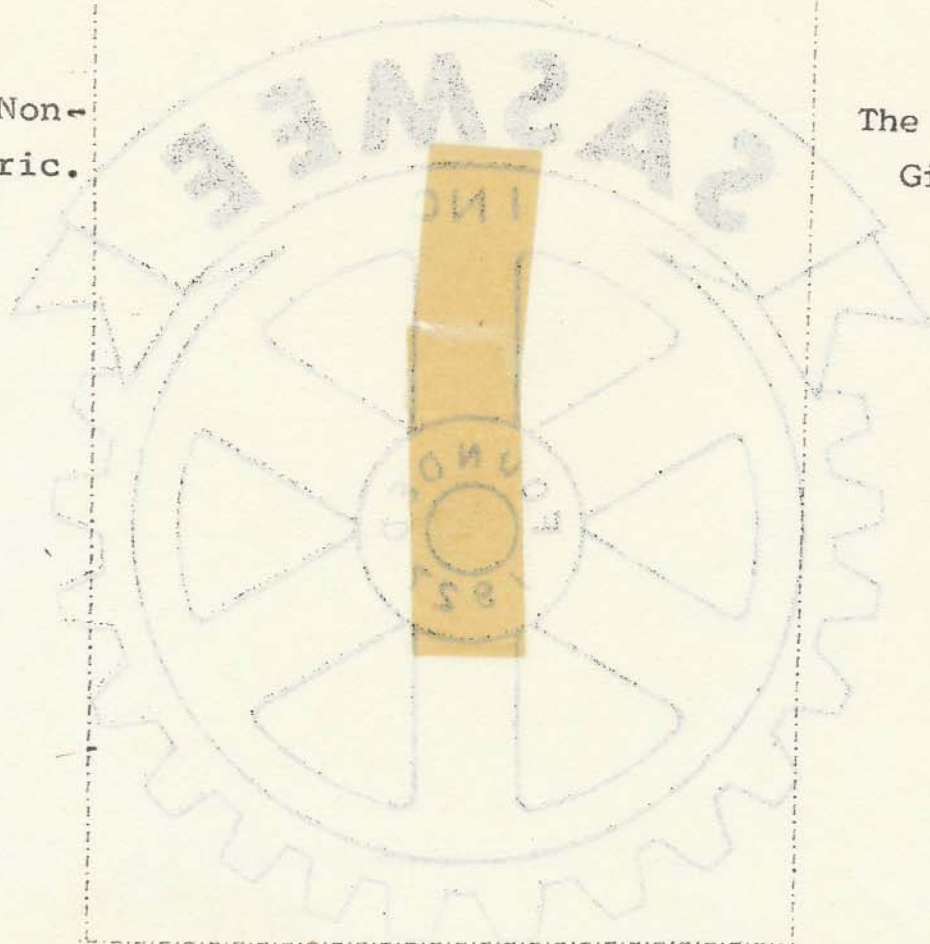


As A LOVER OF STEAM.

YOU WILL ENJOY —

It's Non-
Electric.

The IDEAL
Gift.



S.A.S.M.E.E. BULLETIN

Vol.11. No.2

SEPTEMBER/NOVEMBER 1970

EDITORIAL

Many years ago a famous person wrote the quotation, "With the coming of Spring, a young man's thoughts turn to that of love", or words to that effect. Well I believe in everything in its right time and place, but no doubt with the approach of more pleasant weather, members thoughts will turn more strongly to let us say, their secondlove, modelling, in all of its fascinating aspects. With the days lengthening, track running can go on for a longer period, thus adding to the enjoyment of our Field Days. Even the most fervent modellers must admit that the outdoors workshop, even under ideal conditions, is not the most pleasant place on a cold wintry night, so no doubt we shall see greatly increased activity with the approach of warmer weather.

Modern technical advances in lubrication of moving parts have come a long way from the early days of a lump of tallow and a squirt of dubious oil from an oil can. Today one can purchase a lubricant especially formulated for a specific job, and so it is with pleasure that the Committee has accepted an offer from the makers of Molybond Specialised lubricants to give a talk on this subject at our General Meeting, 10th November. Our models have required several thousand of hours of work and also expensive materials, so advice on how to prolong their working life should be very acceptable.

With the Royal Show just over three weeks away, no doubt Exhibitors of models will be busy with their polishes, etc., to make our entry one of the highlights of the Show. This event could be one of our most important engagements of the year, so your full co-operation is asked for to make it a success.

The proposal for a ground level track is gaining momentum, and I expect to call a meeting in the near future to thoroughly discuss this matter and get members ideas on the subject. With the increasing Public attendance on Field Days the present track is nearly at its maximum carrying capacity, so that another track of approximately 1200-1300 ft. would greatly lighten the load on the elevated one and reduce the time of standing in a queue, waiting for a ride. Apart from this aspect the reality of ground level running will no doubt make a big appeal to many.

At the July General Meeting the rule regarding Country Members Annual Subscription was discussed, and fixed at one half of a full members Sub. which is \$8.00, making it \$4.00 per year. This figure covers Insurance, Bulletin and Annual Subscription. Student and Junior members remain as before.

The rule regarding Entrance Fee (\$10.00) has been altered and all New Adult Members will pay the Entrance Fee.

If you are in arrears with your Annual Subscription your attention is called to the Rule on Unfinancial Members (see list of Rules).

Amount Owning.....

Clary Burden,
Hon. Secretary

QUARTERLY AGENDA

GENERAL MEETINGS: 2nd Tuesday each month at 8.00 p.m.
1970

8th SEPTEMBER JUMBLE SALE - Bring along your unwanted odds and ends. You could possibly pick up a Picasso for a few cents.

13th OCTOBER A slide show of locomotives around the world, by Mr. Haggard.

10th NOVEMBER A talk on lubrication by MOLYBOND Laboratories.

INTERMEDIATE MEETINGS (Informal) 4th Tuesday each month at 8.00 p.m. 22nd September, 27th October, 24th November.

COMMITTEE MEETINGS 1st Tuesday each month at 8.00 p.m.
1st September, 6th October, 3rd November.

WORKING BEES 1st Saturday each month at 2.00 p.m.
5th September, 3rd October, 7th November.

PUBLIC FIELD DAYS 3rd Saturday each month at 2.00 p.m.
19th September, 17th October, 21st November.

CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

FIELD DAYS CANTEEN ROSTER.

SEPTEMBER

D. WHITE
J. McPHARLIN

OCTOBER

S. FACCENDA
D. ALLAN

NOVEMBER

J. THURMER
J. SPRY

IMPORTANT NOTE

IF UNABLE TO ATTEND AS PER ROSTER
PLEASE PHONE SECRETARY: PH.79-5292,
SO THAT A RESERVE CAN BE NOTIFIED IN
TIME.

'Please remember to bring the milk'.

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES.

<u>AUGUST</u>	15th	D. IRVING	<u>OCTOBER</u>	10th	J. WELCH
	22nd	J. WAKEFIELD		17th	D. IRVING
	29th	N. KERNICK		24th	J. WAKEFIELD
<u>SEPTEMBER</u>	5th	A. BRABHAM		31st	N. KERNICK
	12th	I. CLARK	<u>NOVEMBER</u>	7th	A. BRABHAM
	19th	O. THOMAS		14th	I. CLARK
	26th	T. ENGLAND		21st	O. THOMAS
<u>OCTOBER</u>	3rd	P. GRISCTI		28th	T. ENGLAND

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COMING EVENTS:

29th AUGUST. A Field Day in aid of St. John's Ambulance will be held on this date. A good attendance is requested, also Members to handle an expected large crowd of the Public.

EARLY SEPTEMBER. The Royal Adelaide Show at which your Society is exhibiting.

8th SEPTEMBER. Our Annual Jumble Sale.

10 - 12th OCTOBER. Visit to Whyalla Society. Don't miss this one.

13th OCTOBER. Slide show of Locos, etc. by Mr. Haggard.

10th NOVEMBER. Talk on Lubrication by Molybond.

3 - 6th DECEMBER. Blackwood Festival of Christmas Trees (see Paul Griscti).

19th DECEMBER. Annual Barbecue.

It is with sincere regret that I must inform members that our friend and long standing member, Bert Collins, passed away last Tuesday, 28th July 1970.

Sincere sympathy is extended to Mrs. Collins and family.

The Power of Publicity..

The recent Field Day in aid of the Spina Bifida children was an outstanding example of what well directed Publicity can do. Estimates of the number of Public attending varied from 3000 - 4000 people. To move around the grounds one had to more or less force their way through. Even at 5.00 p.m. the queue was still of a formidable size and possibly some were disappointed. It is pleasing to report that a large sum of money was raised from the Canteen and gate, and no doubt will prove of great assistance for these afflicted children.

A repercussion was noticed at our June Field Day when our gate takings were well above average.

Several SASMEE Members attended the Annual Steam Rally at Echuca, and from reports received a most enjoyable weekend was spent there.

John Welch mentioned that he hopes to have his 5th Jubilee running soon and we look forward to watching its performance. It will be of great assistance on our Field Days and help to lighten the load on some of the smaller ones.

I understand that Ian Clark is taking great interest in our signalling system and will endeavour to eliminate problems which occasionally arise from it.

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A fence, totally enclosing the whole area will soon be a reality. A quotation covering the cost of the job has been received.

Repairs to the track, requiring the use of an Arc Welder, will be simplified now that a heavy duty cable has been purchased that will enable the Welder to work at full capacity.

A Walkie-talkie set, per the kindness of Chas. Hill, will enable the gate-keeper and station to keep in contact and also prove of use in other ways.

I regret that I omitted to thank Paul Griscti for constructing the Station Turnstile some months previously. My apologies Paul and hope that you will forgive my lapse.

Bob Brown mentions that he had had his Garrett in steam, so we should soon have the pleasure of seeing another loco make its bow.

The Boat Pond still has a never failing attraction for young and old alike, and we are indebted to those hardy members who wade around in its icy depths controlling their craft, which give endless delight to the onlookers.

The Steam House also has its full quota of admirers and is possibly a good place to be in on a cold windy afternoon, but when the mercury hovers around 100° and having to attend a hot boiler, no doubt the thoughts of the attendants are focussed on something long and cool at the nearest local.

We thank the members of the Spina Bifida Association for supplying and spreading gravel at the entrance to the grounds, thus eliminating puddles of rain water.

The addition of a hand basin in the Ladies Toilet will no doubt be appreciated by its patrons, and John Wakefield is thanked for installing same.

NEW MEMBERS:

A welcome is extended to new members :

Murray McLeod - interested in Locos and General.
Malcolm Kloeden - " " Live Steam.
Larry Hartley - " " Boats and Locos.

Student Members:

Derek Bowman - " " Railways
Philip Bachmann - " " Locos.

We trust that you will enter into all of your Society's activities and also enjoy many years of Modelling.

Your attention is drawn to the notice board on which are clipped Bulletins from the various Interstate Societies.

In last quarter's Bulletin I mentioned that 15 cwt. of briquettes and 600 gallons of water were used at the Easter Convention. This inspired Brian Homan to calculate the thermal efficiency of our loco boilers.

He arrived at the following :

Heat required to convert water to steam at 70 P.S.I.

$$\frac{\text{@ } 100^{\circ}\text{F superheat}}{\text{heat content of fuel}} \times \frac{100\%}{1}$$

$$= \frac{7,398,000 \text{ B.T.U.'s}}{16,100,000 \text{ B.T.U.'s}} \times 100\% \quad \frac{\text{to heat 600 galls of water}}{\text{contained in 15 cwt. briquettes}}$$

$$= 46\% \text{ Overall thermal efficiency}$$

As a comparison one S.A.R. loco was calculated as 76.3% efficiency, using black coal.

Well now you know.

The following is an account of Club member Ian Clark of his recent visit to the U.S.A.

During my recent visit to U.S.A. and Britain I had intended to seek out some of the model engineering activities in my spare moments, but alas, time didn't permit this.

Most of the eight weeks in the States were spent at Plainview, New York. Plainview is situated in about the centre of Long Island, about 40 miles from New York City itself.

Since around the turn of the century New York has consisted of five boroughs, namely - Manhattan, Brooklyn, Queens, The Bronx and Richmond. Brooklyn and Queens are situated on the western end of Long Island and are separated from Manhattan by the East River. On the west, Manhattan is bounded by the Hudson River. Richmond (Staten Island) is located in New York Harbour, south of Manhattan Island. The Bronx is situated on the Southern end of the Mainland. Thus except for the Bronx, New York City is entirely situated on Islands. The borough of Manhattan is without doubt the centre of New York's activities. Brooklyn used to be a highly concentrated industrial area, but now many companies have moved their plants further out on Long Island.

Plainview is one of a number of areas where this has happened, and these new manufacturing plants have been blended into the park like settings of the surrounding countryside. There is a large freeway running through the centre of the island and it carries a fantastic volume of motor traffic. With all this comes some of the worst traffic congestion you could ever imagine, not to mention the sickening accumulation of fumes. They really have a problem here. How does a time of 3 hours to do 40 miles sound? This is not uncommon when driving from Plainview to Manhattan.

I stayed at a Motel near to the plant where I worked most of the time, and this was about 300 yards from the freeway. From about 5.30 a.m. each morning the noise became just louder and louder as the traffic volume built up. They must have had some sort of special filtering on the air-conditioning, as you wouldn't notice the fumes drifting across from the freeway until you opened the door on

to the balcony for a breath of "fresh" morning air. On a number of occasions driving into Manhattan with a colleague, my eyes just wouldn't stop watering. He seemed to be used to the atmosphere, I suppose sooner or later one would become acclimatized.

One weekend I talked a couple of friends into going on a trip to New York on the "famous" Long Island Rail Road. As there is no station close to Plainview we drove to a little town called Hicksville, one of a number of junctions on the Long Island Road, as it is sometimes called. The Railroad extends the entire length of the island, which is about 120 miles long and 25 miles wide. Most of the longer sections are served by trains which are diesel hauled and some of the rolling stock is in a pretty run down state. The general commuter service provided by this railroad has come under a lot of criticism, because of the frequent breakdowns and subsequently loss of schedules. Well, finally the train rolled into Hicksville with the characteristic bell on top of the loco cawling clanging like mad. It appeared to be operated by some automatic tripping device in the cab.

After covering a mile or two in this train I'm sure we haven't any worries with our SASMEE track. Boy, this section of the Long Island Road was really out of level. It just didn't seem possible to find this sort of run down set up only 35 miles from the 3rd largest city in the world.

After a half an hour or so a number of other tracks could be seen converging on a large junction not far ahead and soon we arrived at a station called Jamaica. We had now to change trains and from here on to New York the system was electric traction. The reason for this, I imagine, is because the lines go through a vast tunnel under the East River and remain underground right into the terminal at Pennsylvania Station.

The signalling on this system uses all lights - no semaphore types were evident. One point I noticed on their

level crossings was that although these were fitted with boom gates, flashing lights and gongs like most of ours, the gongs were arranged to cease ringing after the booms had descended. Despite some of the criticisms I have levelled at the Long Island Road, it was quite an experience, my only regret being that there wasn't a drop of steam in the place.

Whilst in New York I didn't have much cause to travel on the Subway, but made one or two short trips. This system covers the greater area of New York and runs just below the footpaths (sidewalks) in most cases. It is not well maintained as is the London Underground, and believe me you can easily get muddled up because there doesn't appear to be any adequate route maps at the stations - least I couldn't find any. It's not uncommon to have cops riding on the trains at night. There have been some pretty nasty incidents involving robbery, assault and murder.

Despite some of the pictures I have painted, the people I met here were more than hospitable and they made my stay an enjoyable one, particularly on the weekends. This made it pretty difficult to go off on ones own so I didn't bump into any modelling enthusiasts despite a number of enquiries.

I have a few interesting things to relate about my visit to the U.K., but had better leave this till another time before Clary rings the gong. In conclusion, how does \$2.25 sound for a very ordinary hair cut (not including a tip - say 10% minimum, which you are expected to part up with too), well that's a pretty normal price in this concrete jungle.

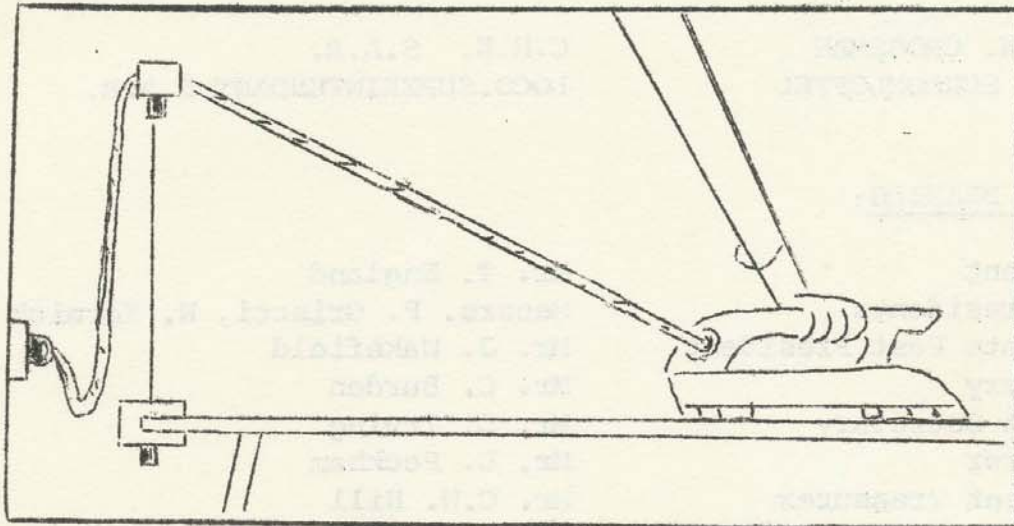
IAN CLARK.

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